

ET- ~~18485~~
18485

Re: AB33 255
Troy Brady
to:
Andrew Schmidt
01/18/2011 11:40 AM
Cc:
"Mack H. Shumate", Troy.Brady
Show Details

Hi Andrew, this will suffice. Let me know what you hear from the MN-SHPO.

Thanks.

On 1/18/2011 11:37 AM, Andrew Schmidt wrote:

Here is a PDF of the documentation. Will that suffice? I was assuming you do not want a full set of the 8x10" film prints as they are rather bulky. Let me know if you need anything else for your files.

Thanks,
Andrew

From: Troy Brady [<mailto:pseudocajun@msn.com>]
Sent: Monday, January 17, 2011 6:57 PM
To: Andrew Schmidt
Cc: Mack H. Shumate; <Troy.Brady@stb.dot.gov>
Subject: Re: AB33 255

Hi Andrew,

Sounds good. FYI, the STB will need a copy as well for our records.

Troy Brady
Sent from my iPhone

On Jan 17, 2011, at 5:03 PM, "Andrew Schmidt" <aschmidt@summite.com> wrote:

Mack and Troy,

The full Minnesota Historic Properties Record documentation of the bridge over the Minnesota River at Carver on the Chaska Industrial Lead has been submitted to the MnSHPO. If you recall, we submitted copies of only the photos last summer so that UP could proceed with demolition. Assuming no comments are received from the SHPO, this fulfills the terms of the MOA. Attached is a copy of the transmittal letter. Please let me know if you have any questions or need additional information.

Thanks,
Andrew

Andrew Schmidt
Director of Cultural Resources
Summit Envirosolutions, Inc.
1217 Bandana Boulevard • St. Paul, MN 55108
W. 651-842-4202 • Fx: 651-647-0888 • M: 612-845-4788

**Minnesota Historic Property Record
Background Data Form**

1. Name of Property

Historic name: Minneapolis & St. Louis Railroad Bridge

SHPO inventory no.: CR-CVC-165 (Bridge)

Current name: Union Pacific Railroad Bridge

2. LocationStreet & number, intersection of feature carried and feature crossed, or general property location description:
Union Pacific Railroad Bridge over the Minnesota River

City or township: Carver

County: Carver

State: MN

Zip code: 55057

Legal description: SW 1/4 of SW 1/4 of Section 17, Range 23W, Township 115N

UTM Reference: Zone 15

Easting 450765

Northing 4956837.6

NAD 83

3. Description

Style/form/structure/landscape type A steel deck girder bridge

4. National Register of Historic Places (NRHP) statusNRHP, individually listed ☐ or eligible ☒: Date of designation: N/ANRHP, in listed ☐ or eligible ☐ historic district: Date of designation: NA

National Historic Landmark: Date of designation: NA

5. Previous Designation or Recordation

Local designation program: Date of designation: NA

Name of program: NA

Name and location of repository: NA

Other (e g HABS/HAER/HALS): Date of designation: NA

Name of program: NA

Name and location of repository: NA

6. Preparer's Information

Federal or State agency: Carver County

Date MHPR prepared: May 2010

Preparer's name/title: Renee L. Hutter, Architectural
Historian

Company/organization: Summit Envirosolutions

Email address: rhutter@summite.com

Street & number: 1217 Bandana Boulevard N

Telephone: 651.842.4219

City or township: Saint Paul, MN

State: MN

Zip code: 55108

Photographer's name: Daniel R. Pratt, RPA

Company/organization: ARCH3 LLC.

Email address: arch3llc@gmail.com

Street & number: 1386 Idaho Avenue West

Telephone: 651.308.8749

City or township: Saint Paul

State: MN

Zip code: 55108

**Minnesota Historic Property Record
Background Data Form
Continuation Sheet**

Description

The Union Pacific Railroad Bridge over the Minnesota River was built and operated by the Minneapolis and St. Louis Railway Company. The bridge is located 0.13 miles southeast of the intersection of County Road 40 and Fourth Street West in the City of Carver. The bridge is oriented northwest to southeast over the Minnesota River, and its setting is commercial and residential development on the north (Carver County) side of the river and undeveloped river lowlands on the south (Scott County) side of the river.

Constructed in 1917, the railroad bridge is a steel deck girder bridge supported by seven piers. The lower portions of two of the piers are rusticated stone with a cast-in-place concrete upper portion. The remaining five piers are cast-in-place concrete. All seven piers have concrete caps. The northwestern abutment consists of large boulder infill. Four of the spans measure 67 feet, 7 inches and two spans measure 72 feet, 6 inches. Two sets of 6 foot, 2 ¼ inch tall girders make up each span. The southeastern approach trestle consists of 42 wood pile spans measuring 559 feet in length. The deck is open with wood cross members supporting the tracks.

The northwestern approach trestle consists of 10 wood pile spans measuring 139 feet, 9 inches in length. Each trestle bent consists of six wooden piles, capped with a 12-by-12-inch wood horizontal member. The trestle is crossed-braced by two horizontal and four diagonal 12-by-1-inch wooden planks. Both sets of trestles have two sets of 12-by-12-inch stringers running above the trestle bent. The southeastern abutment is not accessible and historic plans do not indicate the material used. The deck is open with wood cross members supporting the tracks.

History and Context

City of Carver

The city of Carver is located in the southeastern part of Carver County. The first Euro-American settlers to the area came in 1851.¹ The town was platted in 1854 and developed as a commercial and manufacturing center due to its advantageous location on the banks of the Minnesota River. Steamboats shipped firewood, building materials, household goods, farm equipment, and foodstuffs to and from Carver and other cities up and down stream.² By the end of 1856, in addition to numerous retail businesses, a warehouse, a hotel, a sawmill, a grist mill, and a pottery were operating in town. By the mid 1860s, the population of Carver had reached 500 people. With the coming of the Minneapolis and St. Louis (M&StL) railroad in 1871 and the Hastings and Dakota (later Chicago, Milwaukee and St. Paul) railroad in 1874, Carver continued to grow, and by the mid 1870s the town had 700 inhabitants and 30 businesses.³ The railroads replaced steamboats as the preferred mode of transportation, and an average of 187,406 bushels of wheat were shipped from Carver to Minneapolis on the M&StL railroad during the mid 1870s. In addition, brickyards in Carver manufactured and shipped brick to other cities. For example, at least three hotels in Minneapolis used Carver brick, including the Railroad House, which was close to the M&StL depot and served the traveling public.⁴

¹ R. I. Holcombe, *Compendium of History and Biography of Carver and Hennepin Counties*, Minnesota (H. Taylor & Co., Chicago), 212

² Heritage Preservation Commission, City of Carver, *Carver Historic District: 2008 Sesquicentennial Edition*. Electronic Document, <http://www.chaskamn.com/cityhall/historicalcontext.cfm>, assessed May 19, 2010.

³ Camilla R Deiber and Phil Pendleton, *Phase I/II Architecture/History Investigation for Five Proposed Alternative Route Corridors for Trunk Highway 41 near Chaska, Carver and Scott Counties, Minnesota*, (Prepared by Louis Berger Group, Inc. for the Minnesota Department of Transportation, St. Paul. 2006):13-16.

⁴ Don L. Hofsommer, *The Tootin' Louis: A History of the Minneapolis & St. Louis Railway*. (University of Minnesota Press, Minneapolis, 2005):6-12

Carver was incorporated as a village in 1877.⁵ The initial stage of growth peaked during the mid 1880s, when Carver had two grain elevators, several mills, brickyards, lumber yards, a brewery, implement dealers, and numerous hotels and stores. After the mid 1880s, Chaska overtook Carver as the main commercial and manufacturing center for the county; therefore little growth occurred in Carver during the late nineteenth and early twentieth centuries.⁶ Nevertheless, Carver served as a small commercial center, was located at the intersection of two railroads, and was the point where the M&StL crossed the Minnesota River.

Minneapolis and St. Louis Railway Company

The M&StL was formed in 1870 as a locally owned railroad that would provide Minneapolis business interests, particularly flour mill owners, with direct access to raw materials, especially grain and lumber, and an outlet for processed goods. Early railroad development in Minnesota had focused on connections with St. Paul. As a result, by the late 1860s, development of the milling district in Minneapolis was in jeopardy due to poor railroad connections, despite the advantage of plentiful waterpower provided by St. Anthony Falls. Furthermore, railroads controlled by Milwaukee and Chicago interests set rates that favored shipping grain directly to those cities, and thus, Minneapolis mills found it difficult to obtain an adequate supply of wheat for their flour mills. Acquiring the 1853 charter for the defunct Minnesota Western Railroad, the M&StL was established in 1870 with the intention of building a locally owned and operated railroad outlet for Minneapolis milling interests.⁷

Initial construction by the M&StL focused on two critical connections: to the expanding wheat fields of southwestern Minnesota and to the Great Lakes port at Duluth. In 1871, tracks were completed from Minneapolis to Merriam (southeast of Shakopee), passing through the town of Carver, providing connections to the St. Paul and Sioux City Railroad Company (StP&SC, later the Chicago, St. Paul, Minneapolis and Omaha) and, by the following year, to the Hastings and Dakota (later the Chicago, Milwaukee and St. Paul [CM&StP]). Although the Panic of 1873 and ensuing depression halted any additional construction by the M&StL for several years, the company provided Minneapolis with key railroad connections, and it controlled a great deal of right-of-way within the milling district. Thus, with direct connections from Minneapolis to the west and south, the M&StL benefited from a strong agricultural base in its service areas.⁸

As the economy improved by 1877, the M&StL built a line from Merriam to Albert Lea, allowing for additional connection to Chicago via the Burlington Cedar Rapids and Northern railroad and the Chicago Rock Island and Pacific (CRI&P). Numerous elevators were established along the Albert Lea line for shipping grain into Minneapolis.⁹ The M&StL had a dominant position in the milling district, and it hauled out over half of the flour produced.¹⁰ In 1894, Carver had two grain elevators next to the M&StL tracks.¹¹ The new connections brought profitability to the M&StL by the late 1870s and spurred additional new construction.¹²

In 1879, the M&StL completed tracks from Albert Lea southwest to Emmons near the Iowa state line and on to Fort Dodge, Iowa providing access to the nearby coalfields. Also in 1879, the M&StL began construction westward from Hopkins to gain direct access to the western Minnesota and South Dakota wheat fields, reaching Morton, Minnesota in 1883 and Watertown, South Dakota in 1884. Building northeast in 1880, the M&StL completed an extension from the St. Paul and Duluth (StP&D) railroad tracks at Wyoming to Taylors Falls. This line was part of a planned extension to Duluth that was not completed due to a new operating agreement for use of the StP&D railroad tracks. At the turn of the twentieth century, the M&StL was an established granger line: during the 1890s, grain alone accounted for 25 percent of its freight tonnage, most of which was hauled into Minneapolis. Although a large percentage of its freight was wheat, the M&StL was one of the smaller carriers, ranking sixth among wheat carriers into Minneapolis in 1902 and well behind the Great Northern and CM&StP, which were the leading grain haulers.¹³

⁵ Holcombe, 231

⁶ Deiber and Pendleton 2006:13-16.

⁷ Andrew J. Schmidt, Daniel R. Pratt, Andrea C. Vermeer, and Betsy H. Bradley *Railroads in Minnesota, 1862-1956* *National Register of Historic Places Multiple Property Documentation Form*, (Prepared by Summit Envirosolutions, Inc. for the Minnesota Department of Transportation, St. Paul, 2007):45-50

⁸ Hofsommer 2005b:6-12; Richard S. Prosser, *Rails to the North Star*, (Dillon Press, Minneapolis. 1966):141

⁹ Hofsommer 2005b:17

¹⁰ Schmidt, et al., 2007:45-50

¹¹ Sanborn Map Company, *Insurance Maps of Carver, MN*, (Electronic document, <http://sanborn.umi.com.ezproxy.hclib.org/>, assessed May 19, 2010):1894:Sheet 2

¹² Schmidt, et al., 2007:45-50

¹³ Hofsommer, 2005:79-80

With the expansion of its service area, coupled with a healthy economy, the M&StL prospered during the 1900s, and its freight haul in 1910 was double that of 10 years earlier. Both freight and passenger revenue continued to increase during the 1910s. To handle the increased volumes during the 1890s through 1910s, the company invested in improvements to its lines. In 1892, M&StL double tracked the line between Kenwood (Minneapolis) and Hopkins. Additional improvements included repairing and strengthening bridges, upgrading ballast, and replacing the machine shop at Cedar Lake.¹⁴ For example, a steep grade between Hopkins and Chaska was reduced and additional ballast and heavier rails were laid on numerous lines.¹⁵

During the first decade of the twentieth century, in an effort known as the Chaska Hill project, the M&StL reduced the gradient of its main line as it ascended/descended the Minnesota River Valley between Hopkins and the river.¹⁶ This project consisted of cutting and filling, sometimes 20 to 30 vertical feet, in order to provide a gentle, regular slope, which would allow its trains to haul more freight at higher speeds. To further improve efficiency, the M&StL rebuilt bridges along the line and upgraded the rails from 60 to 80 pounds-per-foot. In addition, the M&StL replaced the depot in Hopkins with a new brick depot and rebuilt the railyard and shops at Cedar Lake.¹⁷ After completing these improvements in 1909, the M&StL then replaced the Minnesota River bridge at Carver in 1915

Minneapolis and St. Louis Railroad Minnesota River Bridge

The M&StL constructed a bridge crossing the Minnesota River as early as 1871; a pivot draw bridge was erected in order to allow steamboats to pass through the crossing.¹⁸ By 1915, it was clear that the pivot draw bridge was rarely opened for river traffic and had become outdated. In March of that year, a letter to Lindley M. Garrison, Secretary of War, from Neumann Erb, president of M&StL, Erb wrote that the bridge "which has been in service more than twenty years, during which time no occasion has arisen for the use of the draw, and so far as the recollection of any one now connected with our property, there has been no use of this stream for navigation purposes." In the same letter, Erb stated that the existing structure did not accommodate modern trains, that the current structure needed to be replaced with one of heavier construction, and that the new structure need not be a movable span.¹⁹ The U.S. Army Chief of Engineers and the district engineer officer in Saint Paul concluded that, because steamboat traffic ended at Chaska four miles below Carver, a fixed span would be considered favorably by the war department. One provision was that motor boat navigation be allowed to pass under the bridge.²⁰ In June 1916, M&StL sent plans of the current bridge for approval by the government.²¹ Work on the bridge started in November 1916.²² The steel work for the new bridge was contracted for \$15,000 to an unnamed company.²³

¹⁴ Hofsommer, *The Tootin' Louie*, 46.

¹⁵ Schmidt, 2007:45-50

¹⁶ Alfred T. Andreas, *An Illustrated Historical Atlas of the State of Minnesota.*, (Chicago: A. T. Andreas, 1874); Warner and Foote, *Map of Ramsey and Washington Counties: With Adjacent Portions of Anoka, Dakota & Hennepin Counties, Minnesota: And Parts of St. Croix & Pierce Counties, Wisconsin.* Minneapolis: Warner and Foote, 1886).

¹⁷ Hofsommer, 112; Minneapolis and St. Louis Railroad, Annual Reports (Minneapolis and St. Louis Railroad Company, 1900-1910).

¹⁸ Weekly Valley Herald, August 31, 1871.

¹⁹ Personal Communication, Neuman Erb, president M&StL to L.M. Garrison, Secretary of War, March 2, 1915.

²⁰ Personal Communication, U.S. Army Chief of Engineers to Secretary of War, April 7, 1915.

²¹ Application for Approval of Plans of a Bridge to Cross Navigable Waters of the United States. June 13, 1916.

²² Weekly Valley Herald. November 2, 1916

²³ Waconia Patriot. November 22, 1917.

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Weekly Valley Herald (VVH)

1871 "The Bridge." 31 August. Chaska, Minnesota.

1916 "New Bridge over the Minnesota River." 2 November. Chaska, Minnesota.

MINNESOTA HISTORIC PROPERTY RECORD

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UNION PACIFIC RAILROAD BRIDGE
Spanning the Minnesota River
Carver
Carver County
Minnesota

MHPR No. CR-CVC-165

Large-format photographs by Daniel R. Pratt, June - July 2010.

Scale stick in photographs is 4 feet long.

CR-CVC-165-01	CONTEXT VIEW OF BRIDGE NORTHEAST ELEVATION, LOOKING SOUTH.
CR-CVC-165-02	CONTEXT VIEW OF BRIDGE SOUTHWEST ELEVATION, LOOKING NORTH.
CR-CVC-165-03	VIEW OF BRIDGE PIERS ON NORTHEAST ELEVATION, SHOWING ALIGNMENT, LOOKING SOUTHEAST.
CR-CVC-165-04	OBLIQUE VIEW OF TRESTLE/PLATE GIRDER TRUSS JUNCTION AT NORTHWESTERNMOST PIER, SHOWING FLOOD GAUGE, LOOKING EAST.
CR-CVC-165-05	OBLIQUE VIEW OF BRIDGE SOUTHWEST ELEVATION, LOOKING SOUTHEAST FROM RIVER BANK.
CR-CVC-165-06	OBLIQUE VIEW OF TYPICAL PLATE GIRDER BEARING ON SOUTHWEST ELEVATION, LOOKING EAST.
CR-CVC-165-07	OBLIQUE VIEW OF CONCRETE PIER SHOWING ICEBREAKER, LOOKING EAST.
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CR-CVC-165-14	DECK SYSTEM, MASONRY, AND BEARING SEATS OF NORTHEASTERN APPROACH BRIDGE, LOOKING NORTHWEST.
CR-CVC-165-15	VIEW OF DECK ON NORTHWESTERN APPROACH, LOOKING SOUTHEAST.
CR-CVC-165-16	VIEW OF DECK ON SOUTHEASTERN APPROACH, LOOKING NORTHWEST.

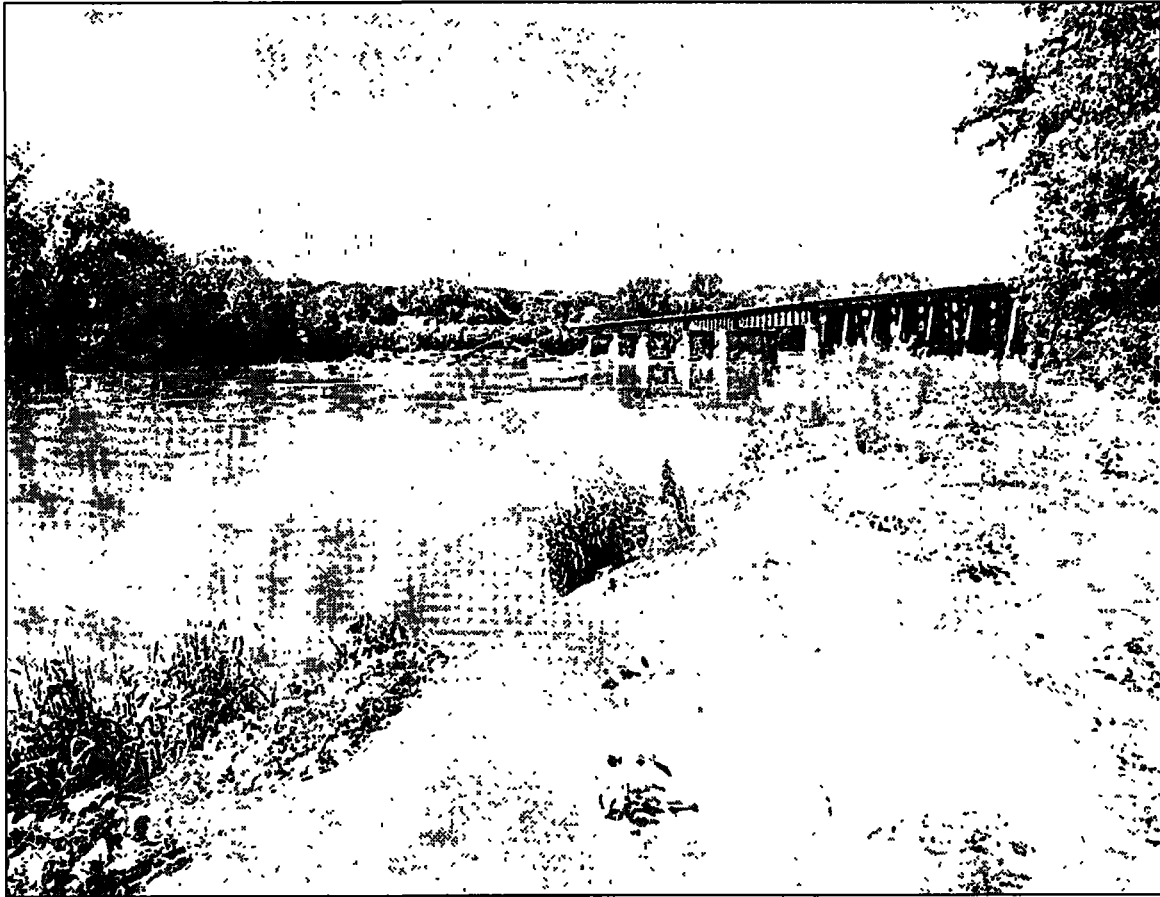
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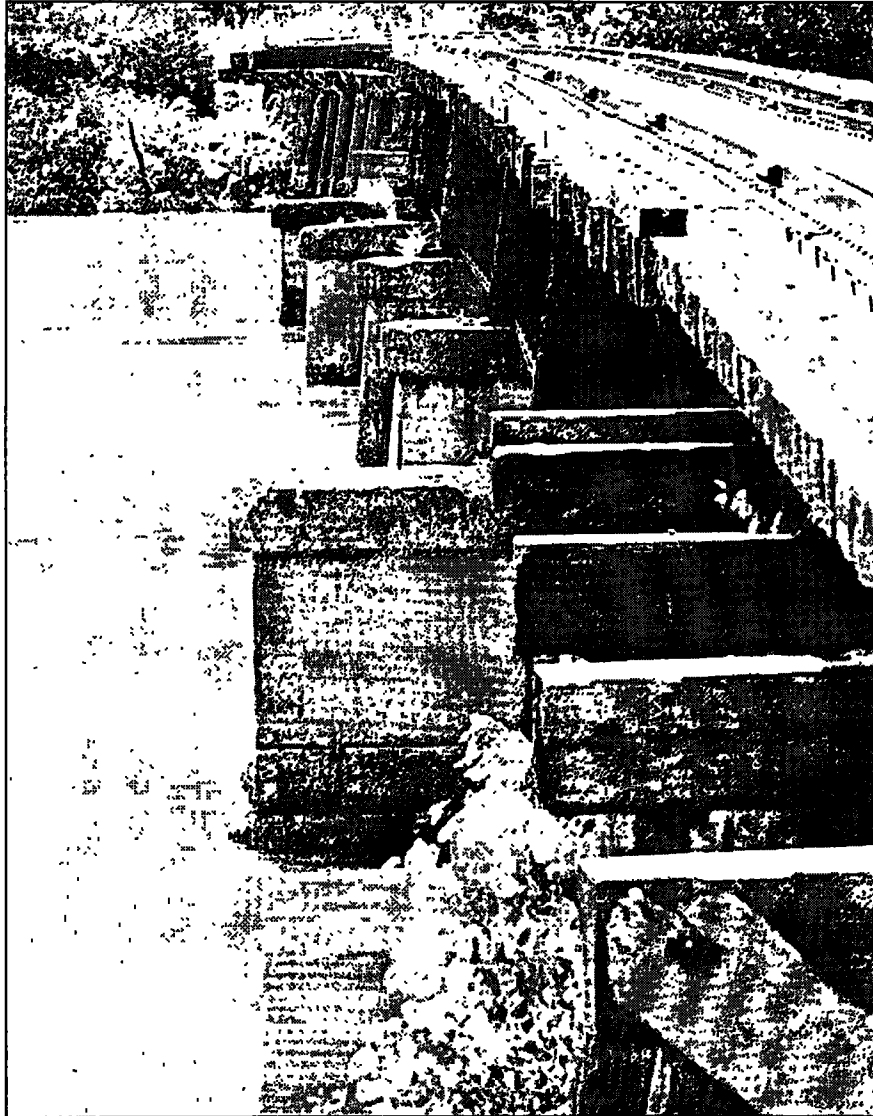
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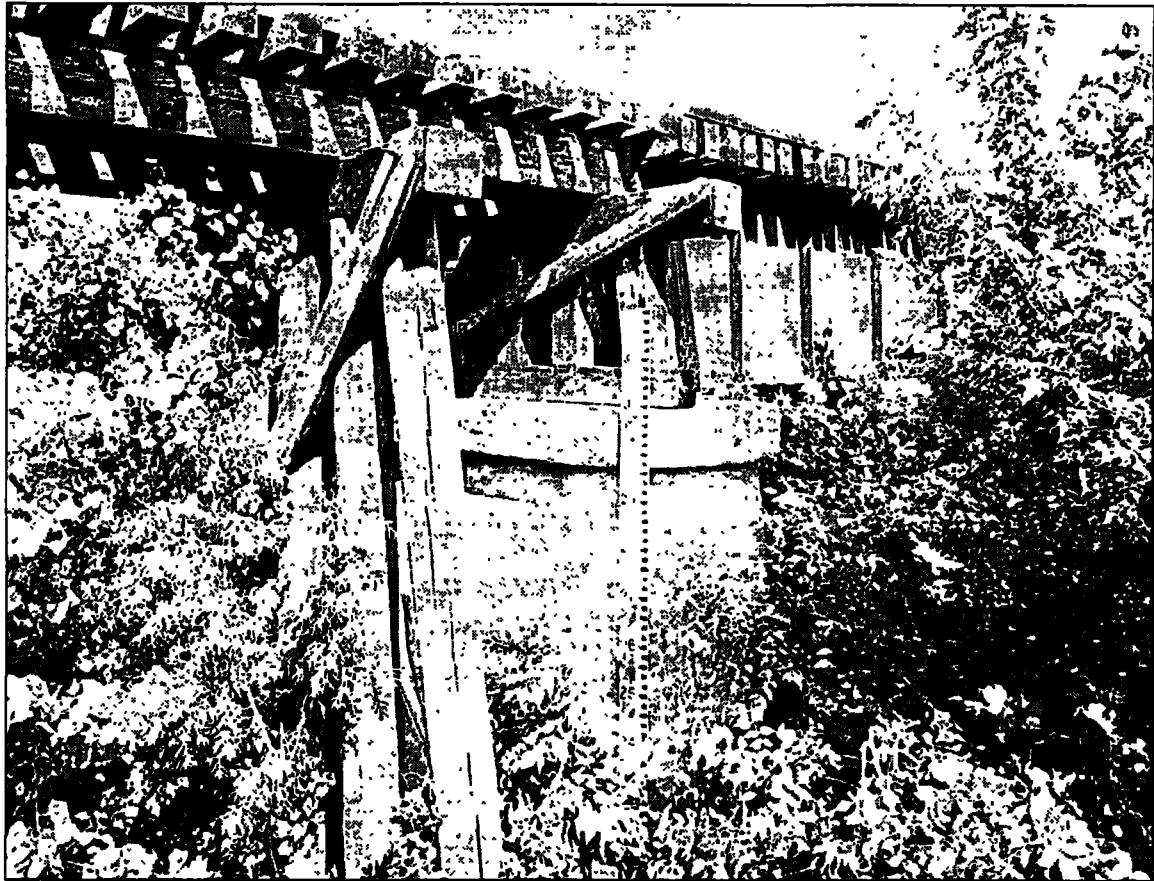
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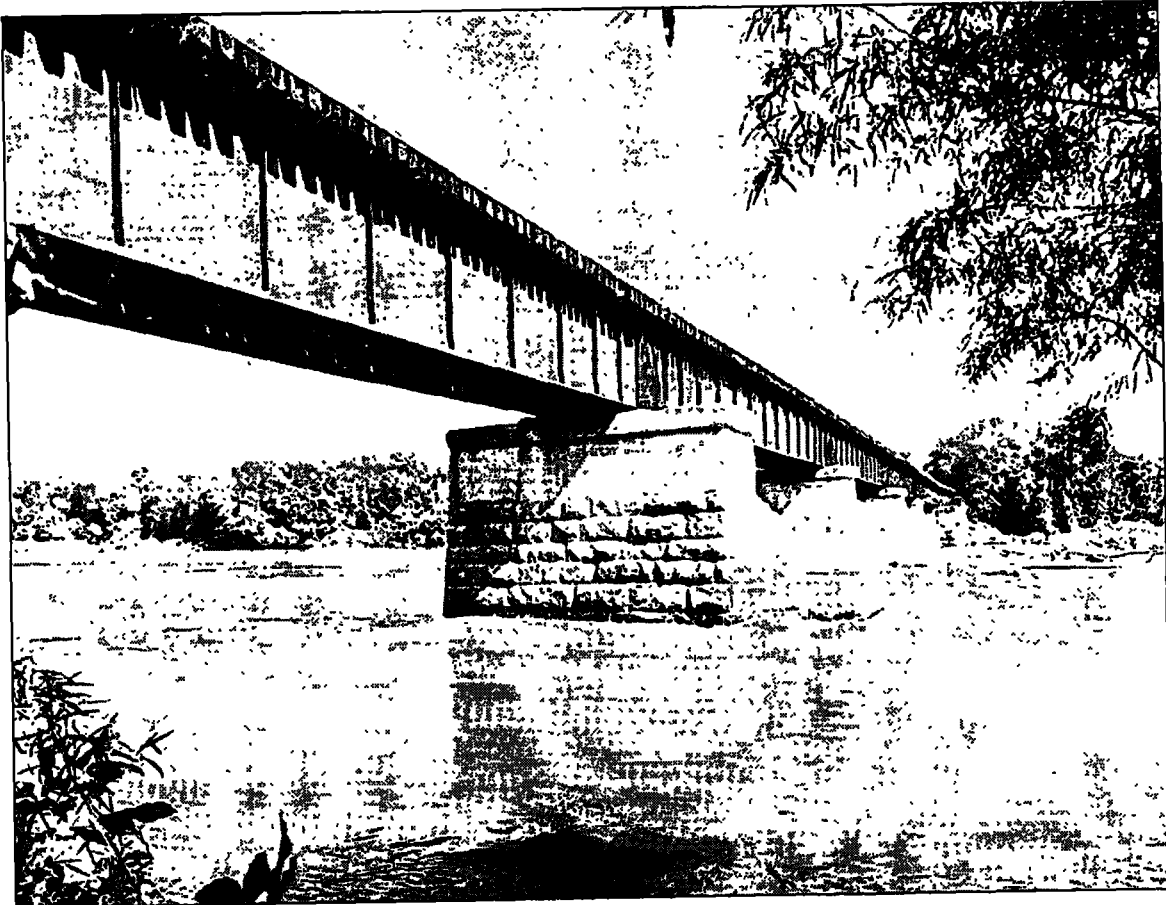
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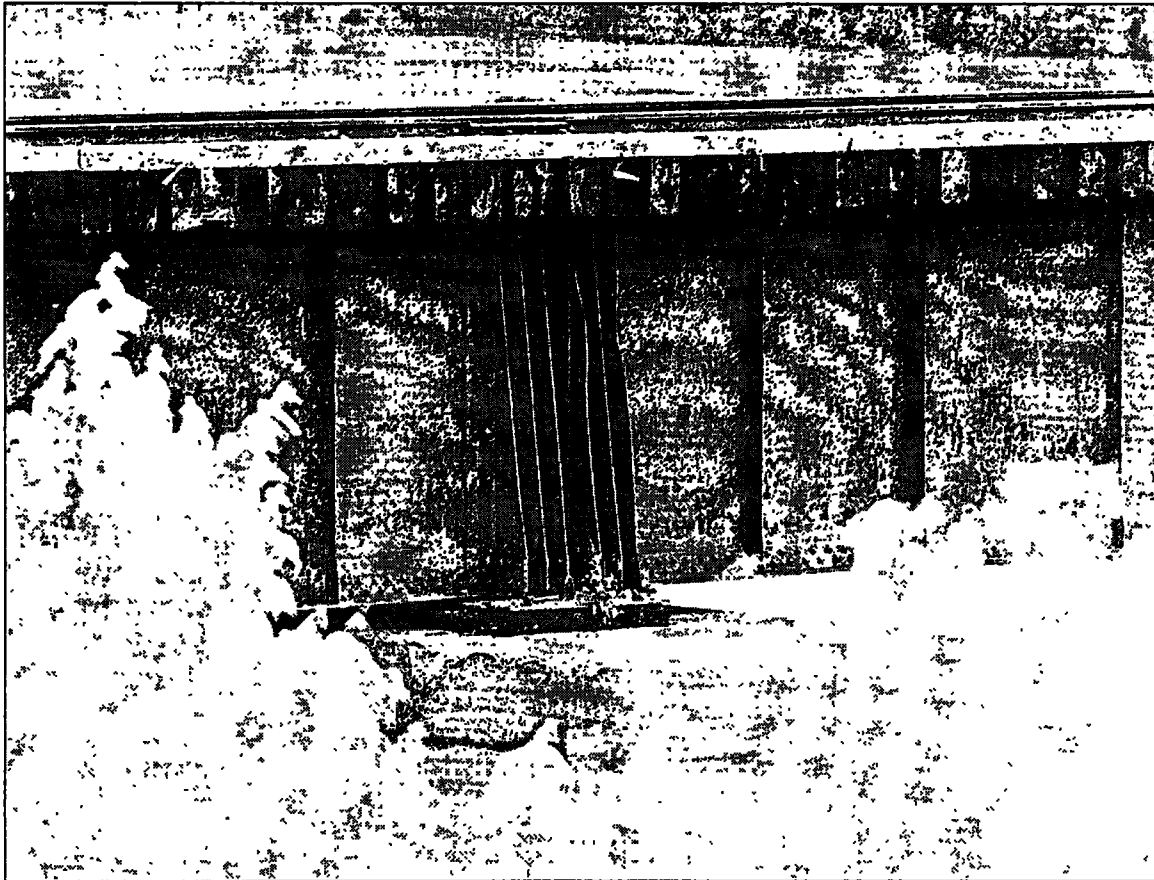
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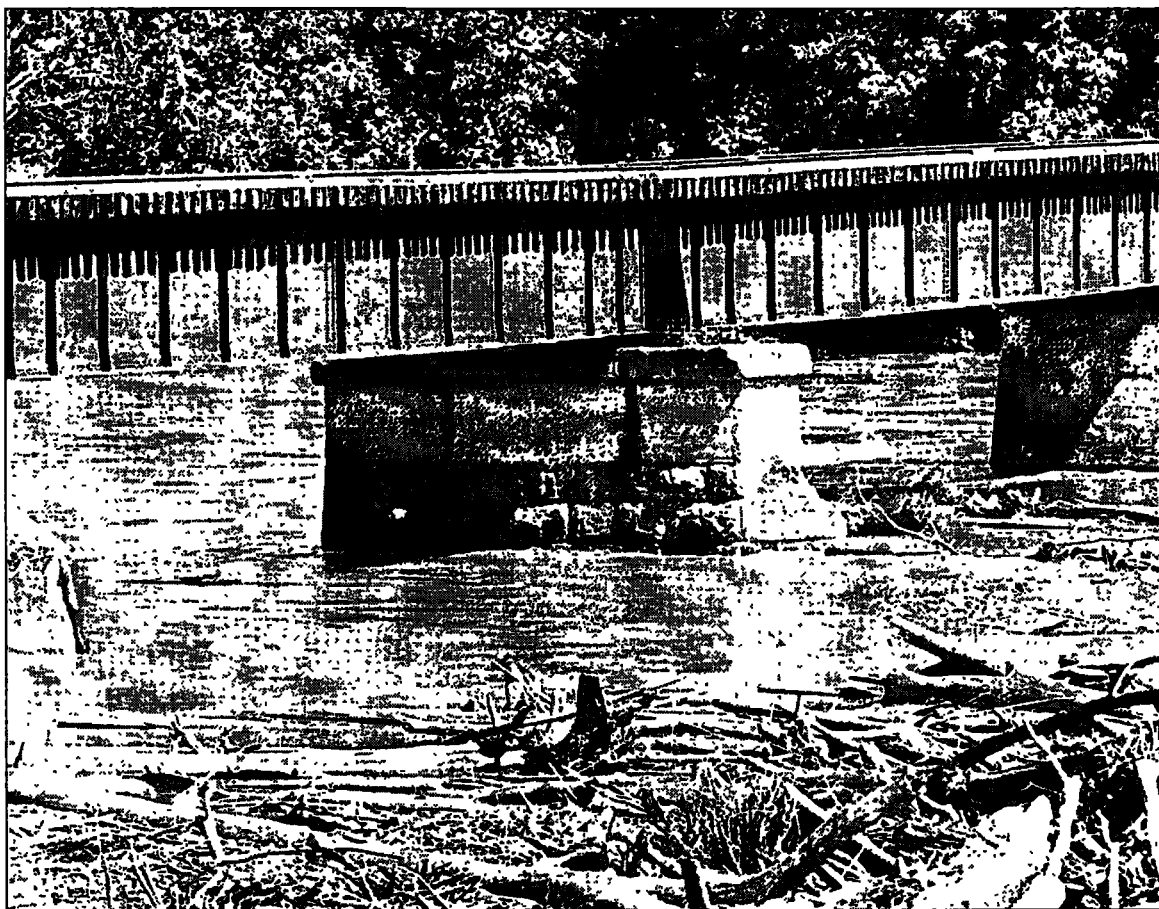
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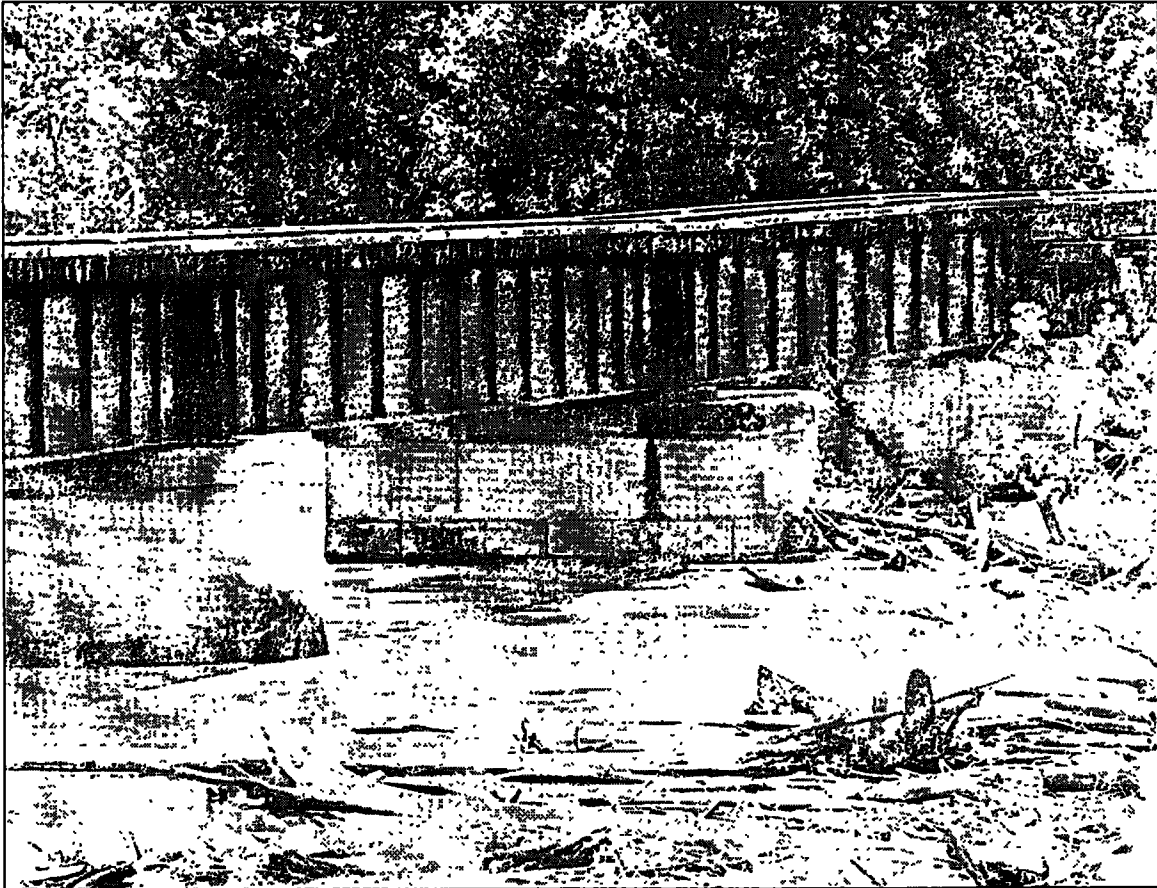
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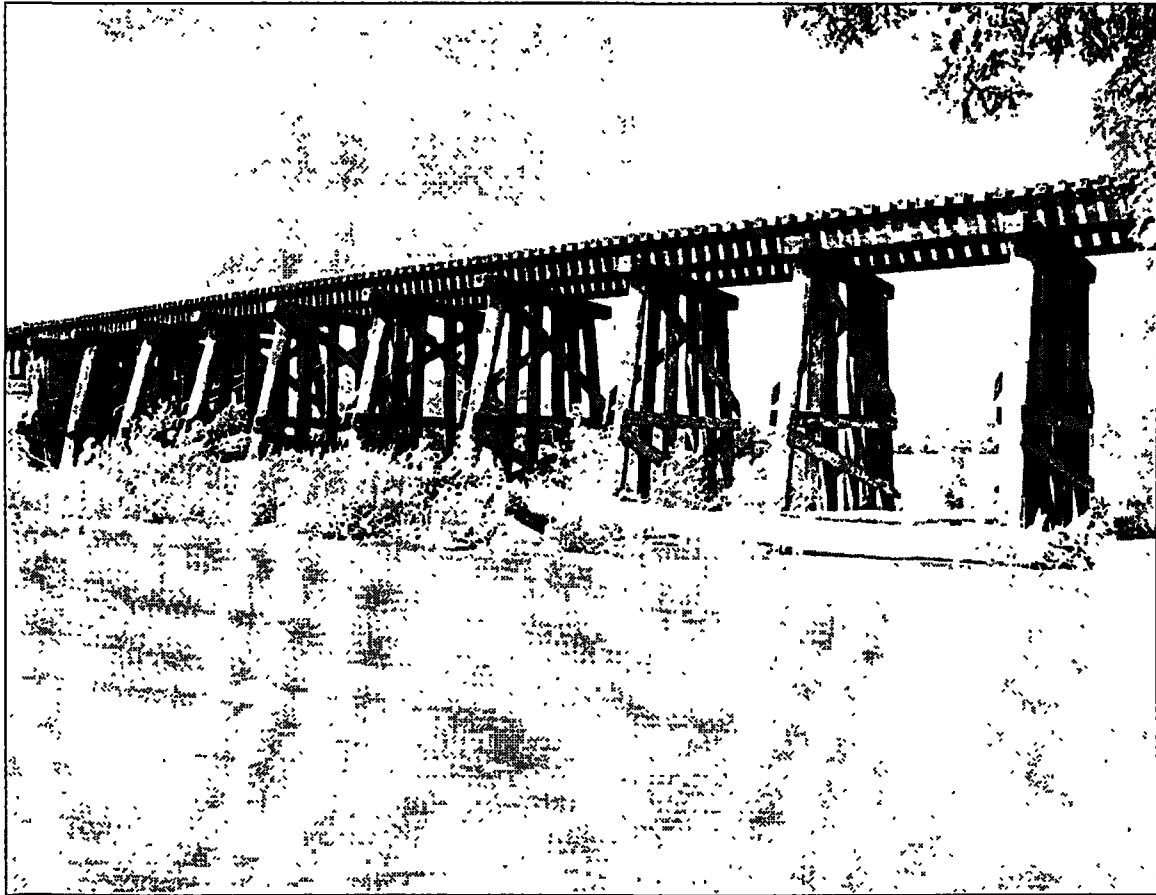
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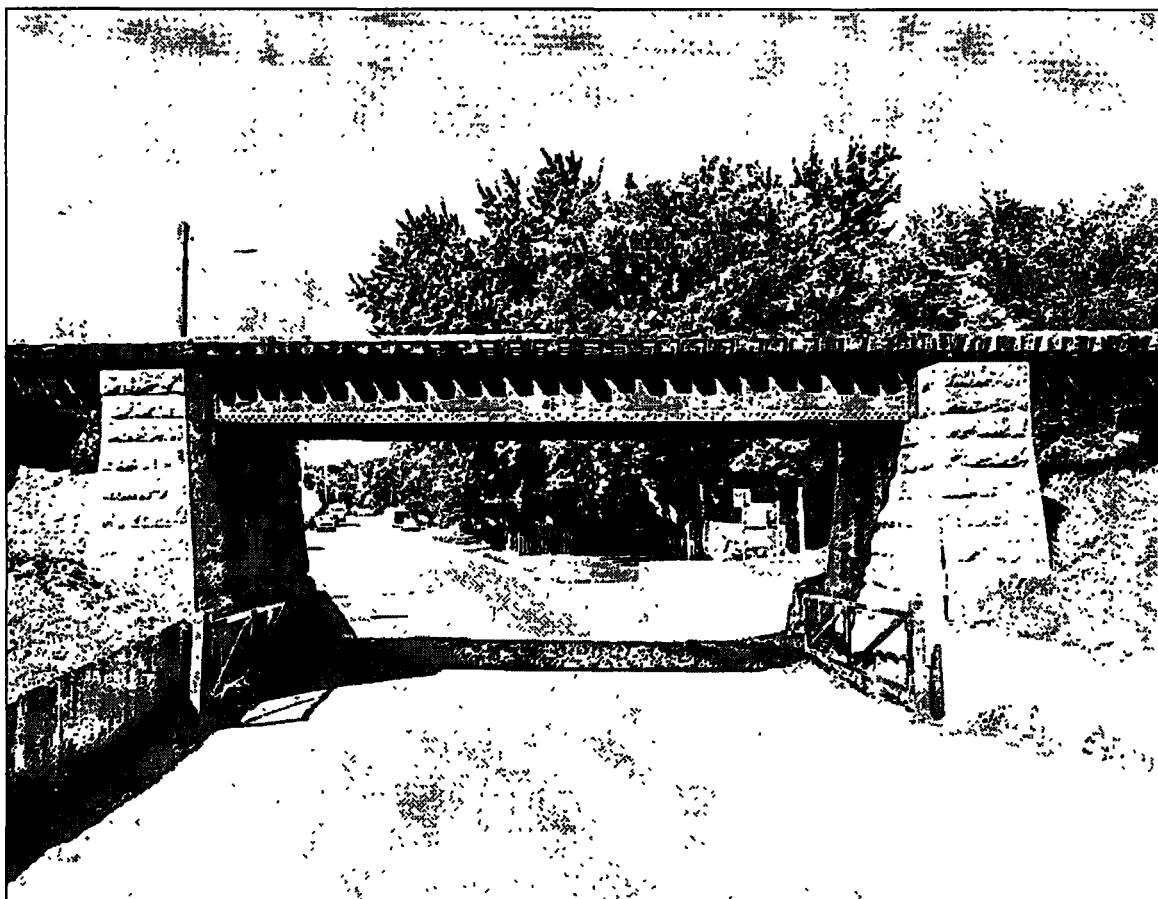
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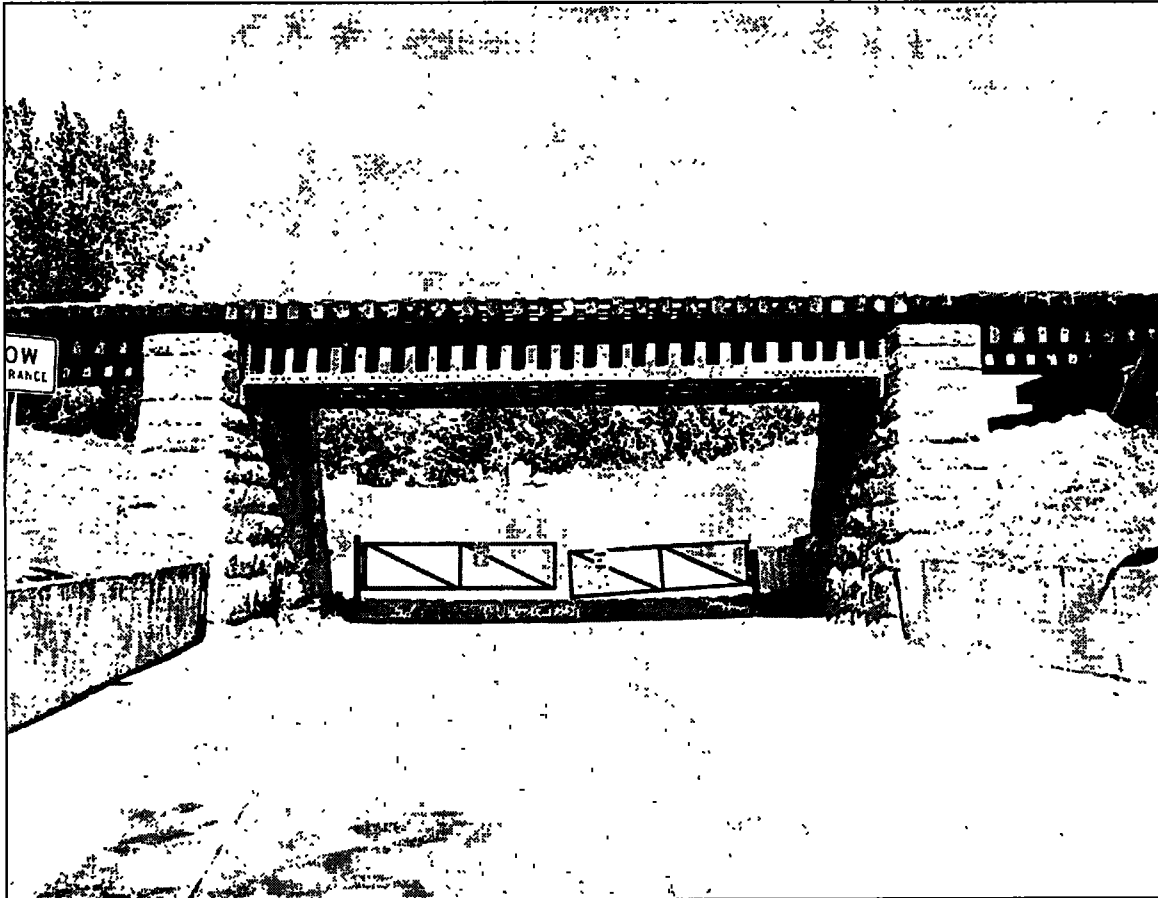
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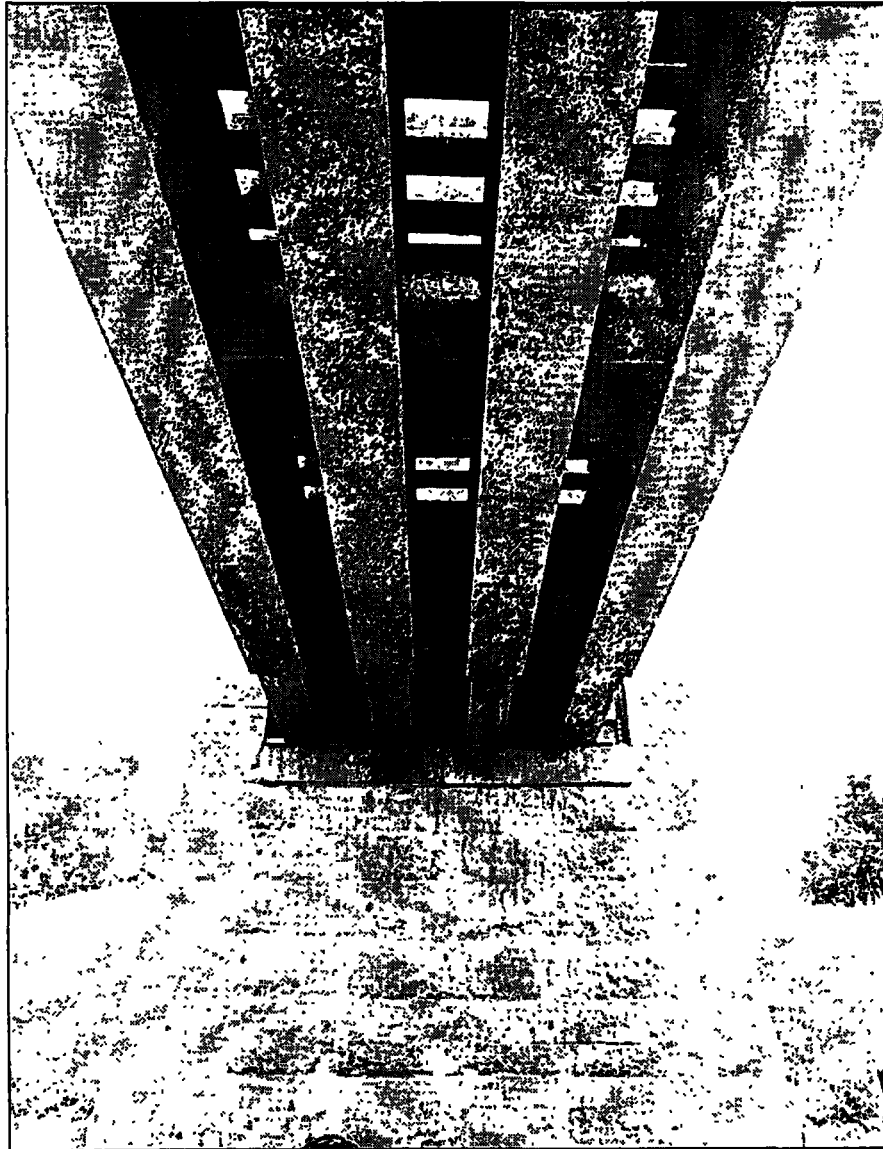
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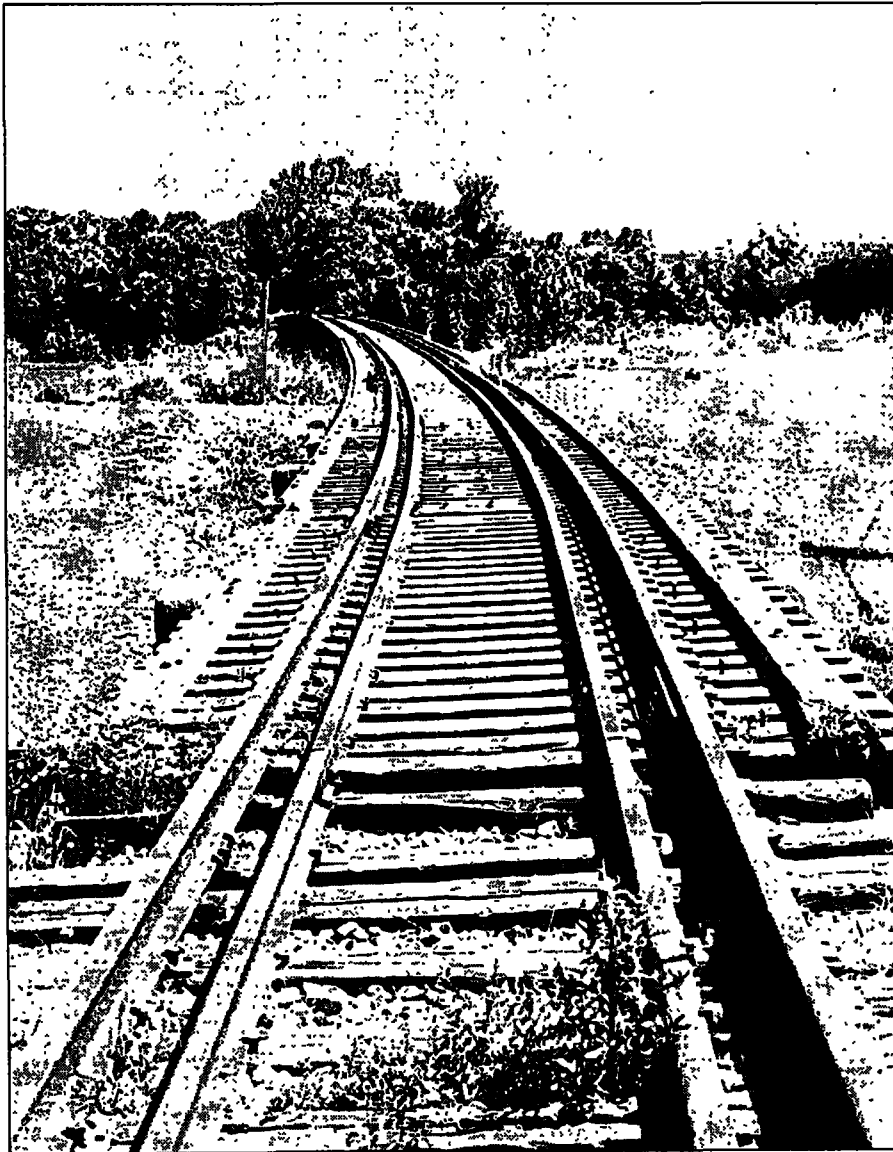
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MHPR No. CR-CVC-165-16

